

THE BOTTLE SHIPWRIGHT

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1983



The Journal of the Ships-In-Bottles Association of America

THE BOTTLE SHIPWRIGHT is the journal of the Ship-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships-in-bottles.

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MEMBERSHIP in the Association is open to any person regardless of ability as a ship-in-bottle builder. For a membership application please write to the editor. Annual dues are \$10.00 for North American members. Slightly higher overseas.

ARTICLES FOR PUBLICATION in THE BOTTLE SHIPWRIGHT should be sent to the editor at P.O. Box 550, Coronado, California 92118 USA. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material but the Association cannot be responsible for possible loss or damage. The editor reserves the right to modify articles or submissions within the context of the original to fit the format and page length of the publication. All of your articles will be welcomed. Deadlines for submission of material is the last day of the second month of each quarter.

Jack Minkley, President; Don Hubbard, Editor
Per Christensen, Graphics; Lee Dallen, Distribution

INDEX TO THIS ISSUE

FROM THE PRESIDENT by Jack Minkley.....	1
THE LEGENDARY PETER JACOBSEN by Per Christensen.....	2
THE OSACA SHIP.....	2
USING A CALCULATOR FOR PROPORTIONAL REDUCTION by Don Hubbard.....	4
THE PHOTOS.....	5-8
NOTES ON MUSEUMS OF MAINE AND MASSACHUSETTS by Frank Zarka.....	9
FROM THE BOOKSHELF.....	10
THE BULLETIN BOARD.....	11
WELCOME TO THE NEW MEMBERS.....	11
FROM THE MEMBERS.....	12
WHY IS A SHIP CALLED A SHIP?.....	13
THE EDITOR'S COMMENTS.....	13
THE SHIP-IN-BOTTLES BUILDER'S NIGHTMARE.....	Deck cover



COVER DESIGN AND INSIGNIA [ABOVE] BY PER CHRISTENSEN



Jack Hinkley, President, with his model of the HAROLD C. GLE in a 500 watt light bulb.

From The President

During the week that I spent in San Diego last Summer visiting our International Ships-in-Bottles exposition, one of the many discussions we had was that building ships-in-bottles was a folk art as opposed to being a hobby. In order to provoke more discussion on the subject I am submitting the thought of Ralph and Terry Kewel which appeared in an article in the Pittsburgh press on March 20, 1983.

TRUE MEANING OF FOLK ART by Ralph and Terry Kewel

"Folk art is a term with many meanings. To most it is the work of amateurs or craftsmen who have had no formal art training. Folk art can include paintings, wood carving, pottery, needlework, decorative furniture, even wall hangings or toys. Originality counts. A good piece of folk art should be the expression of the artist.

Some debate the true meaning of folk art. Are pieces such as carousel figures or cigar store Indians folk art? These were made as commercial ventures and often there is more than one of the same design. Some collectors feel that this is not folk art.

Pottery was made for utilitarian reasons. Bowls, crocks, plates and other containers were necessary. If the pottery has an unusual decoration like a leaping horse, an acrobat or bird, the folk art collectors include this as "art".

Figurines, especially those that are not copies of commercial porcelain pieces, are also popular with the collector. Folk art has no date, it can be very old or something made in the past year. It is the expression of the untalented artist that gives it the name."

It would seem to me that building ships-in-bottles meets most of the criteria expressed in the clipping. We would very much appreciate any other opinions or feelings on the matter from members.

I think I speak for all of the members when I say what a fine job our editor has done on the initial editions of THE BOTTLE SHIPJOURNALS. It has become a very nicely turned out newsletter of which we can all be proud. And I want to remind you that Don welcomes articles and photos at any hour (almost) day or night.

Lastly I want to offer a warm welcome to all of the new members who have come aboard. It is great to see our membership ranks growing. Our strength is in our membership, so let's hear from all of you.

JACK HINKLEY

THE LEGENDARY PETER JACOBSEN (FLASKE PETER)

a tribute by

PER CHRISTENSEN

Peter Jacobsen, ship-in-bottle builder, was born in the town of Kalundborg, on the island of Zealand on September 29, 1873. His father was employed as a lighthouse keeper, and also worked as a fisherman. The father was a clever and adaptable man who made his own clothes, built the house they lived in, and occasionally made models of the ships he knew. Peter often related that it was from his father that he got his love of the sea and ships.

It was originally intended that Peter become a blacksmith, but he was only 5'4" in height and too slightly built for the business. Instead he shipped aboard a schooner when he was 16, and then moved to Norway to begin sailing as a cook and stevedore on Norwegian vessels. It was during this period that a Finnish sailor introduced him to ship-in-bottle building, a passion which was to remain with him for the remainder of his life.

Peter married his wife in England in 1903 and they bought a small inn, but times were bad and the couple moved to Germany. Here they remained until sometime after World War I when they returned to Denmark and settled in the town of Scensie in Jutland. Here he began to exhibit his bottled models in a little shanty, and he began to send his work to many expositions where he became a certain winner and took many prizes.



Peter Jacobsen with his cross.

In 1943 Peter and his wife moved to the island of Arø, and here he founded his world-famous ship-in-bottles museum. His personality suited him for this work. Cook, sailor, woodcarver, clown, ladies man, artificial, genuine, all combined to make him an enjoyable curator, so that when he showed his models and related his stories of the seven seas, the people loved him. He was even visited by the late King Frederick of Denmark, who was himself a sailor, and the two swapped tall tales of the sea, one worse than the other.

Peter passed away on the 28th of April, 1960, in his 87th year, and he left behind more than 1,700 different bottled ships. Seven of these he encased in a cement cross which was intended to be his tombstone but which now stands on exhibit in the museum he created.

Peter Jacobsen, who acquired the apt nickname of "Flaske" Peter, was a unique individual, and when he died much of the past died with him. In his museum in Skovshoved you can see his collection, and while they are not as sophisticated as many modern models they are an accurate representation of the work of the early

seamen who often built in the low light of the kerosene lamp and whose only tools were a needle, a saw knife, a piece of wood, some thread and coarse paint. His are forgotten times, but his work stands as an example to us and as a monument to himself and the other early builders of ships-in-bottles.

PER CHRISTENSEN



the osaka show

The latest word from Japan is that preparations for the first Japanese International Ship-In-Bottles Exposition are proceeding smoothly. If you have not yet sent off your model there is still time, provided you ship by air through your local post office. Undoubtedly some names have been missed, but here is the current tally of our members who have indicated that they are planning to participate:

Robert Alexander	1	George Hoskin	1
Fred Birkhofer	3	Don Hubbard	3
John Burdon	1+	Sandy Martindale	2+
Per Christensen	2	Chris Nair	4
Vic Crosby	20	Maurice Pirer	1
Philip Denson	1	Stu Reng	2
Lee DeZen	1	John Reiston	2
Philip Dolphin	2+	Ben Roueh	1
Fred Goumas	2	James Schultz	2+
Hans Guler	1	Frank Skutke	2+
Paul Haas	5+	Don Scott	2
John Heatley	2	Harold Whiting	1
Jack Hinkley	4		

+symbol="or more"

In addition to the above, 16 members of the European Association of Ships-In-Bottles have also indicated their intention to send models to this show. Without doubt this will be one of the all time major ship-in-bottle events. Try not to miss it.

BEST WISHES TO OUR JAPANESE HOSTS!

HUBBARD'S HOME COMPUTER

by HUBBARD



USING A CALCULATOR FOR PROPORTIONAL REDUCTION

by

Glen Hubbard

Nowadays small hand-held electronic calculators can be purchased for as little as five or six dollars, so it makes sense to learn to use these for determining proportional measurements when reducing plans, drawings or photos to the small scales that ship-in-bottle require.

To begin with, if you haven't already discovered it, you can greatly simplify your life by taking all your measurements in millimeters (mm). Builders calibrated for this are now available in any office supply house as well as in most small stores that sell school supplies.

Initially you must establish a base relationship between the size of the model you will be building (SIB) and the photo/drawing/plan (PHTO) you will be reducing. For illustrative purposes we will use the size of the respective hulls to set up our base ratio.

Let us assume a desired SIB hull length of 80mm and a PHTO hull of 120 mm. To obtain your ratio divide 80 mm by 120 mm.

$$[SIB] 80 \text{ mm divided by } [PHTO] 120 \text{ mm} = .75$$

To the foregoing division on your calculator, and when you find the answer put it into the "Memory", which is usually designated on your calculator as M. You now have a constant to work with which can be retrieved for each calculation by simply tapping the "Memory Recall" button (normally marked with something like "R out" or "M R"), but check your operating handbook if uncertain).

To do your calculations retrieve your constant, tap the multiplication button (x), enter the measurement you have taken from the PHTO, and hit the = sign. You will now have your new measurement with correct proportional reduction.

This is the age of miracles-enjoy!



Model of a small boat, by John Boden,
Pewsey, Wiltshire, England.



Model of a small boat, by John Boden,
Pewsey, Wiltshire, England.



Model of a small boat, by John Boden,
Pewsey, Wiltshire, England.



Model of a small boat, by John Boden,
Pewsey, Wiltshire, England.



"The Flying Dutchman" by Vic Crosby,
San Diego, from the Hans Farnstein
Collection.



"The Flying Dutchman" by Vic Crosby,
San Diego, from the Hans Farnstein
Collection.



Ship MAINE STEWARD (12th day) out of the
ocean, by Paul Henn, Embassy, Germany.



ALLEN by Paul Henn.



SANTA MARIA by LARRY UOCHI, Takatsuki,
Japan.



"James G. Thompson" by Hayami Sasaki, 13mi,
Japan.



Ship # 2 by George D. Harkin, Silver
Springs, Maryland.



"The Oregon" by Dr. Katsu Akihara,
Osaka, Japan.



REINHERDSEN, with detail (right) by Juno Okada, Osaka, Japan. This ship was used about 800 years ago in Japan. Very little information on ships of this period exists so Juno devoted some six months to research before building. To build the model, special woods, as used in the original, were located and incorporated, and one full week of weaving plant fibers on a miniature loom was required for the authentic sails. Juno is founder and President of The Ship-In-Bottle Association of Japan.



WAKO by Juno Okada.



WAKO by Gohzo Maruyama, Osaka, Japan.



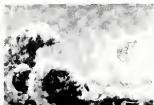
GIFTY SARK in picture frame by Tendo Nakamura, Osaka, Japan.



"GIFTY SARK" by Ryozo Ueyama, Osaka, Japan.



"Corrack" (detail right) by Yukijiro Inoue, Osaka, Japan.



KIDOKUNDEA-bune in heavy seas (detail right) by Isakio Nakamura, Osaka, Japan.
This type of ship was used about 200 years ago in Japan.



MO-TILLES (with closeup of reverse side-right) by Tokuji Sakao, Takatsuma, Japan.

NOTES ON THE MUSEUMS OF MASSACHUSETTS AND MAINE

by

FRANK SKURKA

While taking my son Matthew to report to the Maine Maritime Academy at Easton, Maine, I had an opportunity to visit several museums in that State and neighboring Massachusetts. With the Summer and Fall season approaching I thought that some of our other members might also head that way and want to know about these interesting locations. Heading north we visited the USS CONSTITUTION and its in BEDFORD NATIONAL HISTORIC PARK, Charlestown Navy Yard. The ship is very well preserved and the exhibits in the museum are excellent. The museum also has the following ships-in-bottles:

- Twelve of various types in bottles and bulbs in one display.
- Bulb with a ship-in-bottle inside.
- Six other ships-in-bottles in various displays including a battle with a series of wooden crosses inside, and one with a houses and sawbuck inside.
- A ship-in-bottle mounted in a very elaborate wall frame, similar to a shadow box.

THE PENOBSCOT MUSEUM located in Swansport, Maine, is Maine's oldest maritime museum. The town (100 years ago) produced 10% of all the deep sea shipmasters in the U.S. Merchant Marine. Located on U.S. Route 1, there are seven buildings including captain's houses, barns and workshops; old town hall, special craft exhibits and special exhibit buildings. There are exhibits of navigational instruments, many ship models, a diorama of the Penobscot Expedition, a small craft exhibit, ship's tools and ship's construction tools, a fine collection of marine paintings and many fine examples of scrimshaw. In addition there are many shadow box models and half models. The following ships-in-bottles are at this museum:

- Approximately ten primitive [antique] types including a five masted schooner, the four masted bark DOYLE of Boston and a full rigged ship being towed out by a tug.
- The best of the lot is the four masted Italian bark, MARY, in a long necked wine bottle.
- A ship on the ways in a globe which is a lamp base for a nautical lamp table.

THE MAINE MARITIME MUSEUM located in Bath, Maine, consists of the Bath Maritime Museum and the Apprenticeshop. There are four waterfront and city-wide sites including:

- Sewall House, an 1844 mansion which houses fine art, folk art and many displays and artifacts.

-Winter Street Center which is the museum's working site and houses thematic exhibits of ship models, half models, historic art and photographs and regional maritime history.

-The Percy and Seall Shipyard-the only surviving shipyard in the United States to have built large wooden sailing ships. Here, in the Seall Craft Center, restorationshop trainees replicate traditional and historic craft similar to those on display. In the yard, SEQUIN, the oldest U.S. registered wooden steam tug can be seen.

-The Apprenticeship is just that, a shop and program where apprentices learn half-modelling, boat building and seamanship, and where no tuition is paid and no wages are expected. The basic program is 18 months of hands on, labor for learning, where apprentices build classic and traditional Maine coast boats, such as dories, pinkies, skiffs, pogs and sloops. This is similar to the Restorationshop at the shipyard.

The small price of admission includes a boat ride (in season), which is a round trip between the shipyard and other museum sites. I did not see any ships-in-bottles worth mentioning although there are over 15,000 artifacts shown in some very fine displays.

FRANK SKURKA

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FROM THE BOOKSHELF  
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SHIPBUILDING IN MINIATURE, by Donald McWerry, ARCO Publishing Co., New York, 126 pages. \$17.95 (includes shipping). This is an updated version of McWerry's classic (1995) work on miniature ship building, and includes detailed chapters on tools and accessories, materials, research, methods and cases. Nicely illustrated with photographs and line drawings supported by precise textual material.

SKILLING IN GLASS, by Joop Van Scheuten, S&B, Books, 34 Commercial Street, Boston, MA 02110. 98 pages. Price unknown. This is a very nice and uncomplicated book on the art of building ships-in-bottles which is illustrated with excellent color photographs and black and white line drawings. Includes photos and plans for 10 fine looking models in the final chapter.

THE STORY OF THE RUBY ROSE, by Izide Bradford, W.W. Norton & Co., Inc. Price unknown. The book provides a fascinating background of this most important marine excavation. It is illustrated with 120 black and white photographs and 16 pages of color prints. pages of color prints.

CHINESE JUNKS-For those of you interested in Chinese junks, a new illustrated book is now available. SHIPS OF CHINA, by Valentin A. Skoloff, shows 34 different typical junks in technically correct full color drawings. To order, write to Ships of China, 773 Cypress Avenue, San Bruno, CA 94068 USA, \$29.75 plus \$2.75 mailing and handling in the USA. California residents add \$1.79 sales tax.

#### THE BULLETIN BOARD

"STEADY AS SHE GOES"-How many of you saw this very entertaining half-hour show on ship-in-bottle building on your local public television station? The builder, George Fulfill, a Canadian, has built some 136 bottled ships, and did a predictably fine job of putting a very large model into a special hand-blown, clear glass bottle. On board the model ship, on the spars, some 107 men sat about working the sails (and solving problems for George as they fouled his control lines. He wrapped most of the spars in cellophane to help avoid this). In one of his statements George put into words what most of us feel. "I'm on that ship when I'm building her!" If you haven't seen this show you might call your local station and ask for it. It was produced by the National Film Board of Canada and the photography is excellent. Finally! Now anyone knows how to contact Mr. Fulfill so that we can invite him to join us?

WOODEN BOAT FANS-Here is your chance to attend the 7th annual "Wooden Boat Festival" which will be held September 9, 10 and 11, 1983, at the Point Hudson Marina, Port Townsend, Washington. The event is well known for its blend of outstanding wooden boat educational events, and is flavored with classes, lectures, demonstrations and films on the subject. Over 100 sailing, rowing and power boats, classic as well as new, will be on display. If you are interested in wooden boats, you will enjoy this annual event.

LANGUAGE HELP NEEDED-Your editor could sure use a bit of help when it comes to translating foreign languages. Despite the fact that I had a couple of semesters each of French and German some 26 years ago, it is a difficult and time consuming struggle for me to work through the occasional letters I receive in these languages. If someone out there could do this for me it would be a great help and permit me concentrate my efforts on our newsletter. And, as mentioned elsewhere, I have also received the latest copy of the Norwegian ship-in-bottle association newsletter, The Bottleneck, and would like to have a rough translation of this if any of you can read that language.

THE MARY ROSE-This magnificent warship, which sank in battle in 1545, near Portsmouth, England, has now been raised, but the need for funds to properly preserve, house and display the vessel and its artifacts, continues. For those in the United States who wish to assist in this effort by giving a tax-deductible donation, you can do so by sending a check to the Society for the Archaeological Study of the Mary Rose, 35th floor, 243 Park Avenue, New York, NY 10167. The Society is a not for profit foundation incorporated in the United States for the purposes of supporting the Mary Rose effort.

#### WELCOME TO THE NEW MEMBERS

William Cuyler, 4 Morgan Place, Red Hill, Paparua, New Zealand  
Elli V. Gardschach, P.O. Box 2554, Kirgsvill, St. Croix, USVI, 00808  
Robert E. Hartsock, 2023 East 57th St., Indianapolis, IN 46220  
Paul Reinhold Hess, Jyllandsvej 155, 8700 Esbjerg, Denmark  
John E. Model, 2320 Jalisco Court, Columbus, IN 47203  
Edwin H. Kirschenmann, 1212 E. Tennessee Ave., Fairfield, CA 94533  
Dr. A. Maurer, 8, Tanzi Strasse, Baselstadt, Basle  
Gordon G. Pickles, 7011 Westford Lane, Houston, TX 77071  
Ronald E. Roush, 23650 S. Western Ave., Harbor City, CA 90710  
Richard H. Sargent, 44 White Pine Dr., Taunton, MA 02780  
Raymond S. Sigeti, 54 Lynnette Ct., Greentown, NY 14229  
Robert W. Zlak, 730 S. Miller St., Westmore, MA 03080

#### FROM THE MEMBERS

PER CHRISTENSEN, is working on his new book on figures-in-bottles, which is scheduled to be published next year. He is genuinely interested in information on this subject (both figures and objects) from the members and, in addition, he will welcome any photographs you might care to send him which apply. Per's address: Per Christensen, Krogsgade Parkvej 82, DK 8250 Egea, Denmark.

STU NANG, who is in the U.S. Merchant Service, has just received his unlimited license as master of any vessel, any tonnage, any comm. Quite an achievement. Congratulations! Stu also writes to say that he has sent a bottled model of the SS Harriess, a ship on which he served at different times from 1974 to 1982, to the expedition in Osaka. She was built from the original plans and scaled down 189x1. he writes "Had to segment the hull into four longitudinal sections to get it inside the bottle, a 2/3 quart wine jug. This sectioning of the hull, by the way, produces the sharpest of waterlines simply because the upper and lower halves are not in physical contact while being painted."

GIL CHAMBERLAIN spent part of the winter helping crew the 50 foot chartered ketch, FANTASY, out of the Florida Keys, and is now back in his lighthouse in West Southport, Maine, working on his many ship-in-bottle commissions. First on the schedule will be the schooner, VICTORY CHINESE. Gil's bottles are also sold through the Mystic Seaport store and catalog.

VIGAR LUND, President of Fiskeskuteforeningen [the Norwegian Ships-in-Bottles Association-125 active members], has written us about his very active organization and the efforts they go to to promote our art. They have been running courses in building S-1-B for ten years, taught by their membership, and to date some 350 students have been trained. Courses are both at the beginning and advanced stages, the latter dealing with such delicate details as making wheels, anchors, ladders, rails, etc., and how to make them appear as authentic as possible. "We particularly stress the importance of making our models as correctly as we can, considering them more like mini-scale models." Included in his package was a copy of their magazine "Vissenhusen" [THE BOTTLENECK]-Great names! and a newspaper article, in color, showing a number of his own bottle ships. It is a pleasure to find one more truly active organization, and we have placed them on our mailing list to receive BOTTLE SHIPRIGHT.

GILL CHRISTIAN, has suggested that we make up a list of books and other references which contain small scale plans for ships. That is a good idea, and your editor stands ready to collect these and publish them if you will send them in. For starters, however, I will suggest Howard L. Chapelle's book, THE HISTORY OF AMERICAN SAILING SHIPS, which I believe is now out of print, but which is available in many libraries. In addition, if you have a Xerox Copy store around your neighborhood, they can often copy material and reduce it at the same time, and they can do this in stages down to 60% I believe.

JUDY OKADA, President of the Japan Ships-in-Bottles Association wrote to let us know that she had just shipped two models to the San Diego Maritime Museum for their collection. These were, "Spanish Galleon" by Mrs. Kikuko Kamishi of Kobe; and The NIPPON MARU, by Mr. Osamu Hino of Osaka. These were shipped by surface mail and have not yet arrived, but I would like to sincerely thank these builders on behalf of our Association for their generosity.

JACK NEEDHAM, in commenting on Jack Hinkley's "Hollow Hull" article, which appeared in the last edition, says, "I find that it also helps if using a Haig Bottle [Pinch] Bottle, to hollow out the hull in a fore and aft direction to match the "hump" in the center of the bottle." Good tip! Also, he always stands ready to help with problems if sent a pre-paid envelope. Thanks Jack!

POUL KASS, of Esbjerg, Denmark, sent along a copy of his hand written and illustrated pamphlet, HOW TO BUILD A BOTTLE SHIP THE UNTRADITIONAL WAY, which he has given me permission to reproduce in our magazine a little at a time. You still all enjoy reading about his technique when the series begins beginning in the next edition. Thank you Poul.

CHRIS HAIR, who is in the Indian army, was recently to New Delhi on temporary duty. India is a dry country and bottles are hard to come by, but here he made contact with junk men who scavenged all the embassies and big hotels for him and succeeded in locating 80 usable jugs. That ought to keep him busy for a bit. As mentioned earlier, Chris sent four bottles to the show in Osaka, and also supported our show in San Diego with several pieces of his work.☺

#### WHY IS A SHIP CALLED A SHE? [‘sauce or Robin’]

A ship is called a she because there is always  
a great deal of hostile regard here;  
There is usually a gang of men about;  
She has a waist and stays;  
It takes a lot of paint to keep her good looking;  
It is not the initial expense that breaks you, it is the upkeep;  
She can be ill decked out;  
It takes an experienced man to handle her correctly;  
And without a man at the helm, she is absolutely uncontrollable.  
She shows her topsides, hides her bottom end, when coming into port,  
always heads for the buoys!



ANONYMOUS

YOUR EDITOR would like to use this remaining space to thank the many contributors of articles and photos who made this issue possible. Also, Jack Hinkley for his many letters and long distance phone calls; Lee Gulen, who has relieved as of the time consuming task of packaging and mailing the completed magazines; and Per Christensen whose considerable abilities as an artist and graphic designer have resulted in our new cover and insignia. With your input, and the new computer, all things are possible. Maybe even an Association membership card! We're working on it.

DON HUBBARD



#### TRAPPED INSIDE THE BOTTLE!

The Ship-In-Bottle Builders Nightmare  
By  
Her Christensen

